EFFECTIVE 29 JUL 2010 TO 23 SEP 2010

L-4

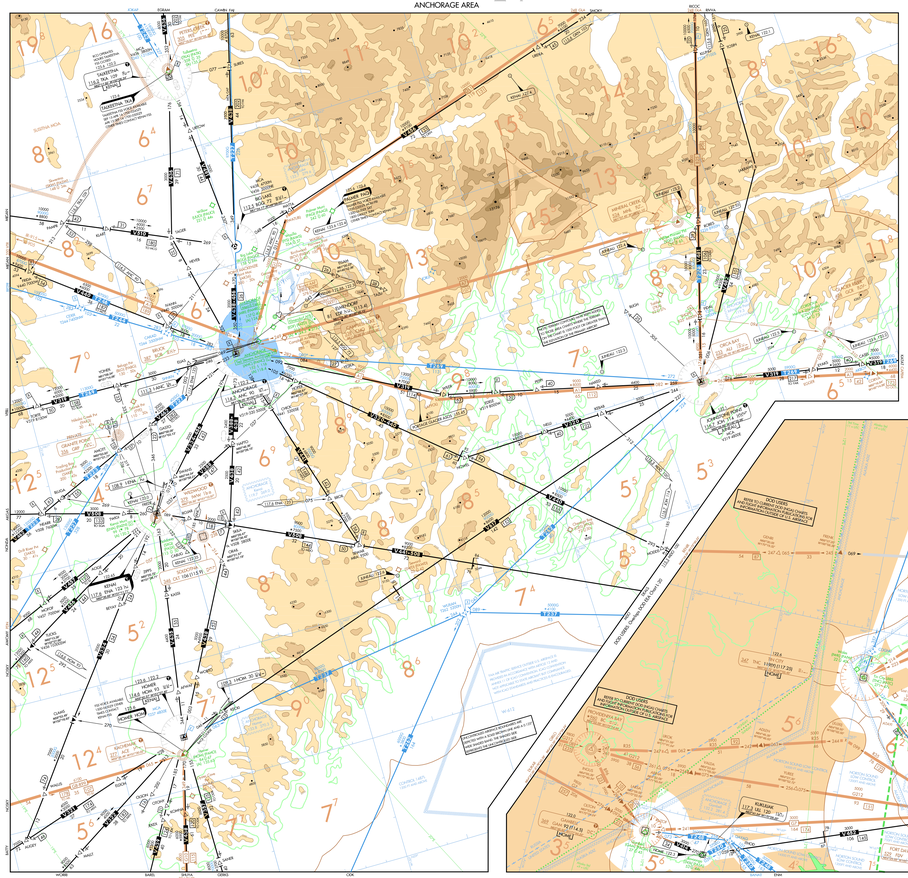
PAIRNES FISHLIN 1"=25 NM

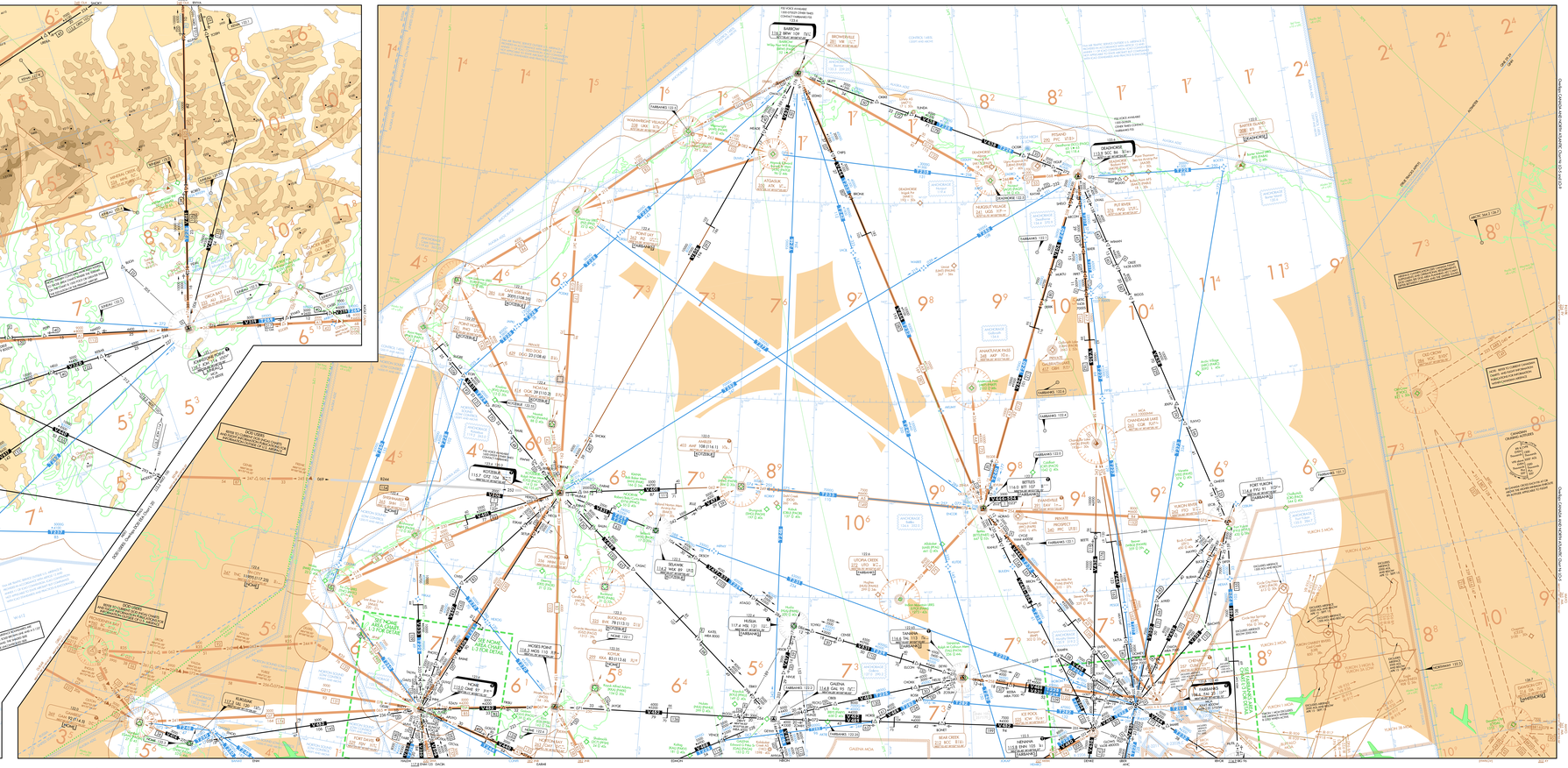
UNITED STATES GOVERNMENT
FLIGHT INFORMATION PUBLICATION

IFR ENROUTE LOW ALTITUDE - ALASKA

For use up to but not including 18,000' MSL
HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983

ANCHORAGE AREA





Overlaps Chart AK L-3

Overlaps Chart AK L-5 and CANADA AND NORTH ATLANTIC Chart NI L0-5

Overlaps Chart AK L-5 and CANADA AND NORTH ATLANTIC Chart NI L0-5

L E G E N D

AIRPORTS

Yellow or Blue or GREEN have an approved Instrument Approach Procedure and/or RADAR Vectoring published to either the Pilot Nav Chart or Terminal Procedures Publication. Yellow or Blue or GREEN have a published Instrument Approach Procedure and a published Departure Procedure and/or RADAR Vectoring published to either the Pilot Nav Chart or Terminal Procedures Publication. Yellow or Blue or GREEN have an Instrument Approach Procedure or a published Departure Procedure and/or RADAR Vectoring published to either the Pilot Nav Chart or Terminal Procedures Publication. Yellow or Blue or GREEN have no Instrument Approach Procedure or published Instrument Departure Procedure or RADAR Vectoring published.

1. A solid blue box enclosing the airport name indicates that a Special Use Airspace Permission Statement (Special Notice) is required.
2. "HO 24 HR" above the airport name indicates that the airport is attended 24 hours a day.
3. Airports with a control tower are indicated. Class C or D Airspace.

- A - Private use
- B - Airport open for public use, no fuel available or prevailing IFR, over 5 regular users, or operating certificate issued by FAA or military
- C - Airport open for public use, fuel available, IFR procedure published, scheduled airline service
- D - Airport open for public use, fuel available, IFR procedure published, unscheduled airline service

LAND
- Civil
- Civil - Military
- Military
- Heliport

SEA
- Civil

Airport Name (ICAO Location Indicator)
Airport Elevation
Automatic Terminal Information Service
Lighting Capability
No lighting available
Pilot Controlled Lighting
Part-time or on request
Lighting information is unavailable

Longest runway length in hundreds of feet. If followed by letter, refer to the Alaska Supplement Airport Directory.

NAVAIDS AND COMMUNICATION AIDS

NAVAIDS

VHF/UHF
- COMPASS ROSES Oriented to magnetic north. Pilot's orientation of VOR/TACAN radials and bearings to the station (the chiefest magnetic service).
- Shaded roses are used in congested areas.

VOR VOR/DME TACAN VORTAC

- 30 NM Non-directional Radiobeacon with Radiobeacon with magnetic north indicator
- LMF Non-directional Radiobeacon
- 25 NM Non-directional Radiobeacon/DME
- Compass Locator Beacon

Flight Service Station (FSS). Remote Communications Outlet (RCO) or Remote Communications Facility (RCF) is indicated when not co-located with airport

83 Loran Course with additional navigation function

COMMUNICATION BOXES

- NAME (GGG BIF 00001 A)
- VOR with TACAN compatible DME
- Underline indicates TAC Voice transmitted on VOR frequency. Absence of underline indicates TAC Voice not transmitted.
- Dashed-side indicates Broadcast voice.
- (S) Transponder protection overlap range at 12,000' AGL / 25NM
- (T) TACAN must be utilized in "T" mode to receive distance information.

- NAME (000 BIF 00000 D)
- Automated Weather Observation System (AWOS)
- AWOS-3 AWOS-A (blanks) Not Reporting
- Automated weather, when available, is broadcast over the associated NAVAID.

Fairbanks AWOS (002) Fixed Wing Rotary Wing Fixed Wing and Rotary Wing

- NAME (000 BIF 000 M)
- Automated Weather Observing System (AWOS)
- Automated weather, when available, is broadcast over the associated NAVAID.

Fairbanks AWOS (002) Fixed Wing Rotary Wing Fixed Wing and Rotary Wing

- NAME (000 BIF 000 M)
- Automated Surface Observing System (ASOS)
- ASOS-3 ASOS-A (blanks) Not Reporting
- Automated weather, when available, is broadcast over the associated NAVAID.

Fairbanks ASOS (002) Fixed Wing Rotary Wing Fixed Wing and Rotary Wing

- NAME (000 BIF 000 M)
- Flight Service Station (FSS)
- Automated Flight Service Station (AFSS)
- Remote Communications Outlet (RCO). RCOs may be co-located with airports not shown.

- NAME (000 BIF 000 M)
- Remote Communications Facility (RCF). FSS may be co-located with airports not shown.

SHADOW BOXES indicate Flight Service Station (FSS), Remote Communications Outlet (RCO), or Remote Communications Facility (RCF). (161.7 and 243.0 are emergency 121.5 and 243.0 MHz.) Available 0715-2245 local time. Consult Alaska Supplement for additional hours of operation, services, and ACTU. Transmitter locations are identified by name. Receiver only is denoted with "r" (common only).

TACAN FIX DATA

Bearing — Distance from TACAN

Bearing — Distance from TACAN

AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION

ROUTE DATA

VHF/UHF Data is depicted in BLACK
ET/MF Data is depicted in BROWN
Short Data is depicted in BLUE

- VOR Airway
- VOR Airway
- Unsurveilled Air Traffic Service Airway
- Oceanic Route
- ATS Route
- Low Altitude RNAV Route (T-route) (only required)
- Unusable Route Segment
- Preferred Single Direction Route
- Direction of Flight
- Undefined Route
- Feeder Route (Name, Fix Symbol, Distance in Nautical Miles)
- Terminal Arrival Area (STAR)
- Terminal Arrival Area (STAR)
- Bearing inbound to Navaid
- Bearing Reference Navaid, outbound
- Bearing Reference Navaid, inbound
- Intersecting Radials between Navaids
- Radials between offset Navaids
- Radials between offset Navaids

REPORTING REQUIREMENTS

- No Compulsory and Non-Compulsory Position Report
- RNAV Waypoint Compulsory and Non-Compulsory Position Report
- Denotes DME Fix (Distance in nautical miles)
- Denotes DME Fix and Mileage Break
- Offset Denotes mileage from Fix to Navaid
- Mileage Breakdown or Compute Mileage to Navaid
- Compulsory Reporting Point
- Mileage between Fixes (Not to Navaids)
- Mileage between offset Navaids (Not to Navaids)
- Mileage Breakdown

BOUNDARIES

- Air Route Traffic Control Center (ARTCC)
- ARTCC Boundary (Same with Remote VHF and UHF Facility)
- Flight Information Region (FIR)
- Area of Responsibility (Name, Type of Area, Traffic Service, Altitude, Hours of Applicability)
- Oceanic Transition Area (NOE)
- Offshore Boundary
- Offshore Identification Area (NOE)
- Off Route Obstruction Clearance Altitude (OROCA) Example: 12,500 feet
- International Boundary (Same with Limited Air Defense Identification Zone)
- US/Russia Maritime Boundary
- Area of Enlargement (contains info easy to Navigate Below) See Area Charts for complete data
- Offshore Area
- International Date Line

AIRSPACE INFORMATION

- Class Airspace (Class B, Class C, Class D, Class E, Class G) See FAR 91.215
- Class B Airspace
- Class C Airspace
- Mode C Area See FAR 91.215

SPECIAL USE AIRSPACE

- P - Prohibited Area
- R - Restricted Area
- W - Warning Area
- A - Alert Area
- MOA - Military Operations Area
- NSA - National Security Area
- ATCAA - Air Traffic Control Assigned Airspace
- Low-altitude powered parachute operations at or below 1,500 feet AGL
- Temporary Flight Restrictions
- Parachute Jumping Area
- Published Aerial Refueling Track
- Published Aerial Refueling Area

EXAMPLE OF GROUPING

Magnetic Reference Bearings (Navaid Radials) Inbound to Navaid

Bearing Point (Identification and Mileage from Navaid)

Airway Restriction (Minimum Altitude, Prohibited & Restricted Areas)

Mileage Breakdown

MEA is established on the airway or route segment

MILITARY TRAINING ROUTES (MTRs)

MTRs 1749 or less both sides of centerline

MTRs greater than 5 NM either or both sides of centerline

Arrow indicates direction of route

See MTR chart for altitude range information. IR (over 915 MTRs) are closed except when activated by NOTAM. VR (under 915 MTRs) CAUTION: Most MTRs do not depict MTRs.

CRUISING ALTITUDES - U.S.

All units are shown as magnetic north

- 000° to 179°: 1,000 ft. intervals, odd thousands (1,000, 3,000, 5,000, 7,000, 9,000, 11,000, 13,000, 15,000, 17,000)
- 180° to 359°: 1,000 ft. intervals, even thousands (2,000, 4,000, 6,000, 8,000, 10,000, 12,000, 14,000, 16,000, 18,000)

VFR above 3000' AGL unless otherwise authorized by ATC

Flight levels are based on standard pressure. All courses are magnetic.

MISCELLANEOUS

ALTIMETER: Altimeter setting changes are shown in inches of mercury (Hg). All Mileages are in nautical except as noted. Ceilings are heights above mean sea level (MSL). All Altitudes are MSL except as noted.

Time Zone Boundaries: Time changes are shown in blue. Local time is based on the 24-hour clock system. Daylight Saving Time is in effect from 0200 local time on the second Sunday in March to 0200 local time on the first Sunday in November.

North American Datum of 1983 (NAD 83), World Geodetic System of 1984 (WGS-84)

FOR ADDITIONAL SYMBOLS INFORMATION REFER TO THE CHART USER'S GUIDE

L-3 PANGUE ARTCC L-5